GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:2133
ANSWERED ON:03.08.2015
Railway Safety
Patel Shri Devji Mansingram

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of various safety lapses in railways;

(b) if so, the details of the roadmap to plugging these loopholes;

(c) whether there is lack of co-ordination between the Railway Safety Commission and the Railways;

(d) if so, the efforts taken/being taken to make better co-ordination between them;

(e) whether the Railways propose to install anti-collision devices in trains; and

(f) if so, the time by which these are likely to be installed?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) to (f): A Statement is laid on the Table of the House.
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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 2133 BY SHRI DEVJI M. PATEL TO BE ANSWERED IN LOK SABHA ON 03.08.2015 REGARDING RAILWAY SAFETY

(a) & (b): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continual basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being used to prevent accidents include complete track circuiting, provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), LED Signals, Vigilance Control Device (VCD), usage of 60kg rails and Pre-stressed Concrete Sleepers, long rail panels, better welding technology, progressively increased use of Linke Hofmann Busch (LHB) Coaches, Centre Buffer Couplers with Integral Coach Factory (ICF) Coaches, etc.

(c) & (d): There is no lack of coordination between Commission of Railway Safety and Railways. Meetings are convened between Commission of Railway Safety and Railways for better coordination.

(e) & (f): Anti-Collision Device (ACD) developed by Konkan Railway Corporation Limited (KRCL) has been provided as a pilot project on 1736 Route kilometers on Katihar-Kumedpur-New Jalpaiguri-Guwahati-Lumding-Tinsukia-Dibrugarh-Ledo and Kumedpur-Malda sections of Northeast Frontier Railway (NFR). Technical and operational problems have been experienced in the functioning of ACD on NFR. Major problem is of unwarranted brakings which has adverse impact on train running. Research and Design (R&D) and Engineering efforts in resolving these technical and operational problems have been undertaken since its deployment on NFR. KRCL developed improved version 1.1.2 of ACD which was validated by Electronic Test & Development Centre (ETDC), Chennai and the same has been implemented on all Divisions of NFR. However, unwarranted brakings still continue to exist.
Also, a large number of complex operational and technical problems were experienced during the trials on Southern Railway which could not be fully resolved by KRCL due to design limitations of ACD and further development of ACD version 2.0 has been put on hold by KRCL and therefore, further proliferation of ACD on other Zonal Railways is not contemplated. In view of this, a pilot project for indigenous development of Train Collision Avoidance System (TCAS) has been taken up by Research Design and Standards Organization (RDSO).
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